



Shortline Track Safety Program: Increasing Safety - While Growing Traffic

CaterParrott Railnet - Christopher Parrott

CPR

CaterParrott Railnet

CPR at a Snapshot

- ❖ Founded 2005 – Jamie Cater & Christopher Parrott
- ❖ Started Operating Tifton Yard 2005
- ❖ Began Operations on GF Line 2012
- ❖ Began Operations on E Line 2014
- ❖ Began Operations on F Line 2014
- ❖ Began Operations on B Line 2016
- ❖ Started Willacoochee Trans-load 2019
- ❖ Started Azalea Sprinter Passenger Excursions 2021
- ❖ Operates 5 Routes in Georgia – 127 Track Miles

CPR took 5 railroads
@ Excepted Status
and now operates
3 at Class I Status
and **2 Class II Status**



Shortlines-

“One Size Doesn’t fit all”

- “Mom & Pop” *Your Budget v Needs*
- Regional
- Large Multi-Short Haul Rail Lines



Best Practices for Track Safety:

with an Inherited Deferred Maintained Railroad

CaterParrott Railnet Perspective:

“Firsts”

Learning your Railroad

Switches and Curves

Customers – Loads – Switching

Class 1 v Shortline

Large Chunk of Funds – “Major T&S”

▼ One Tie – At a time – Approach

Using the knowledge of your Railroad’s needs

- Develop a Plan for Track Hot Spots **[Outside of Track Inspections]**
- Develop a Track Needs Worksheet
- Develop a Capital Improvement Plan

Track Needs Worksheet + Regular Track Inspections

What are your needs?

- ❖ Storage
- ❖ Loads – 263K 286K
- ❖ Haz Cars
- ❖ Speed/Class of Track

Using carload revenue*, determine the % for track improvement + capital track work

* Ancillary Revenue: Varies

- ❖ Inside Sources
- ❖ Outside Sources

Importance	MP/Location	Number of ties	Issues/Notes for Cure	FRA Defect Y/N	Correction of Defect



Needs list to Track Crews Combined with Inspection

B Line 1/4/2022 Inspection worksheet

Importance	Milepost	Number of Ties	Issues	Notes
Justin needs to Regulate B Line – already been paid				
	234.7	241	Curve – weak	
	235 – 235.6	264	Weak	
	236.1		On Watch List	
	236.8 – 236.9	111		
	237.2		On Watch List	
	237.4 – 237.6	72		
	238.7 – 239.0	342	Weak	
	239.2	40	Tangent to Pipes	
	239.9	10	Weak Tangent	
	241.4 – 241.6	141	Curve @ The Rock	
	241.9 – 242.4	203	Weak	
	Quad Switch to Quad Derail	25	Weak	
	243.2	12	Weak	
Ben Hill Road N.W Corner @ Interfor				
Grade out for small crew depot				
Crossing Rebuilds				Thomaston
North Bethel [South Main]				Thomaston
Cedar Row Street				Thomaston
North Bethel [North Main]				Thomaston
E Moores Crossing				Thomaston
Technology Parkway				Thomaston
Delray Road – {part of signal improvement project}				The Rock
Fambro Road				Upson Co
Willis Road				Lamar Co
Berry Road Connector				Lamar Co
Holloway Rd Connector				Lamar Co

- Weekly/Bi-Monthly Follow-ups
- Track Material Inventory
- OTM

CPR's Inspection Sheet

- Once your needs for **Immediate Track Safety** are established - Normal maintenance and routine adjustments can begin.

Capital Improvement Plan

Action Items

- ❖ List of Crossing Rebuilds
- ❖ Replace Switches/Worn/New Rail (i.e. 85lb to 115lb)
- ❖ Surfacing
- ❖ Bridge Improvements
- ❖ Siding Install/Extensions
- ❖ Signal Improvements

Budget = Plan

Estimate Cost: 35 – 65% of car movement revenue when first stabilizing a railroad with **deferred maintenance**

Estimate Cost Once Track is Safed Up:
30% of car movement revenue: **as an investment to keep trains on the rail**

**To Grow Traffic - A Main
Ingredient = Track Safety**

- ❖ Revenue Loads
- ❖ Empty Moves
- ❖ Storage
- ❖ Trans-Loads
- ❖ Hand-Off Traffic

- ❑ Customers see your track
- ❑ Customers & Connecting Road Know your reliability
- ❑ Employee's use of the track
- ❑ Deferred Track Maintenance = loss of Revenue NOT Increase of Revenue
 - ❑ Derailments due to track conditions= Loss of life, endangering your crews, the public and customers. Damage to equipment, rolling stock, signals, bridges.
- ❑ Investing in your Track Maintenance –
- ❑ Improves your reliability
- ❑ Employee's trust of **THEIR** railroad
- ❑ Keeps Revenue within the Railroad to reinvest back into the Railroad
- ❑ Qualities Customers see and trust
- ❑ = increased faith in their rail service = Increase Car Traffic
- ❑ = more car movement volume = Revenue

Conclusion

- Track Safety is the key to rebuilding your railroad's traffic, reputation/brand and providing for the long-haul.
- Investing in your track conditions Increases your Railroad's value [reliability, consistency, customer opportunities] = increased revenue not losses for your Railroad
- Paramount for any Shortline – but applies to all Railroad Operators

